

Appl. No. : 10/717,034
Filed : November 18, 2003

IN THE CLAIMS: *(Remains unchanged from version submitted September 6, 2005)*

Please cancel Claims 27 and 28 without prejudice or disclaimer.

Claims 1-24: (Canceled)

25. (Previously presented) A method of disabling combustion in an engine of a watercraft that includes a hull having an undersurface that defines a planing surface configured to support a weight of the watercraft when operated in a planing mode, the hull also defining an engine compartment, the engine defining at least one cylinder and being supported within the engine compartment and including at least one cylinder, the watercraft also including a sensor configured to detect a tilting motion of the hull and to emit a signal corresponding to the tilting motion, the method comprising:

determining if the sensor has emitted the signal for at least a predetermined time;

disabling combustion in the cylinder if the sensor has emitted the signal for at least the predetermined time; and

closing one or more valves that are positioned within a lubrication system of the engine, if the sensor has generated a signal for at least the predetermined time.

26. (Previously Presented) A method as in Claim 25, further comprising combusting an air/fuel mixture in the cylinder when the sensor is not emitting the signal.

27. (Canceled)

28. (Canceled)

29. (Canceled)

30. (Previously presented) A watercraft comprising a hull defining a planing surface configured to support the watercraft when operated in a planing mode, an internal combustion engine supported within the engine compartment and including at least one cylinder, a fuel supply system configured to deliver fuel to the cylinder for combustion therein, an ignition system configured to ignite a fuel/air mixture in the cylinder, at least one capsize sensor configured to detect a tilting motion of the hull and to emit a signal corresponding to the tilting motion, a controller configured to generate and direct fuel control and ignition control signals to the fuel and ignition systems, respectively, the controller being further configured to manipulate at least one of the fuel and ignition control signals to disable combustion in the cylinder only if the capsize sensor has emitted

Appl. No. : **10/717,034**
Filed : **November 18, 2003**

the signal substantially continuously for a predetermined amount of time; wherein the fuel system comprises a fuel injector having a solenoid-driven valve and configured to inject fuel for combustion in the cylinder, the controller being configured to terminate electrical power to the solenoid if the capsize sensor has emitted the signal for the predetermined time.

31. (Previously Presented) The watercraft as set forth in Claim 30 additionally comprising a seat pedestal defined by the hull and configured to support an operator of the watercraft, the engine being supported by the hull within the seat pedestal.

32. (Previously Presented) The watercraft as set forth in Claim 31 additionally comprising a seat supported by the seat pedestal, the seat being configured to be straddled by an operator of the watercraft.

33. (Canceled)